

AERONAUTICS SYSTEM

AVIATION PLANNING IN NEW HAMPSHIRE

NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS

The Federal Secretary of Transportation is required by the Airport and Airway Improvement Act of 1982 (PL 97-248) to prepare and publish a national airport system plan for the development of public use airports in the United States. This plan is called the National Plan of Integrated Airport Systems (NPIAS). It is prepared by the Federal Aviation Administration's Office of Airport Planning.

The NPIAS must be designed to meet the present and anticipated needs of civil aviation, national defense, and the Postal Service. The plan must also take in account forecast technological developments in aviation; forecast developments in other modes of transportation; and the relationship of each airport to the rest of the transportation system in a particular area. The plan must be realistic and use integrated system planning.

The NPIAS normally consists of four planning periods, which range from the current year to twenty years into the future. The short-range period (1-5 years) and the intermediate range period (6-10 years) normally contain the most realistic development planning.

Inclusion of airports in the NPIAS is based upon a variety of criteria, the first of which is that the airport be open to the public. Additional factors considered for NPIAS participation include such things as the type of airport; whether or not commercial service is available; the number of passengers served by commercial service; the number of aircraft based at the airport; the types of approaches available; the number of aircraft operations each year; military aircraft based at the airport; and whether or not the airport is a scheduled United States mail carrier stop.

Airports included in the NPIAS are eligible to apply for federal assistance in funding capital improvement projects. Under the provisions of the Airport Improvement Plan (AIP), the federal government will, once a project has been approved and funds allocated, normally fund 90% of the project's cost. The funds are provided in the form of a grant and are derived from the federal "Airport Trust Fund". In return for receiving these funds, the airports' sponsors agree to develop the airport in accordance with Federal Aviation Administration safety and design standards and to continue to operate the airport as a public-use facility for a designated period – usually twenty years. The remaining 10% of the project's cost is borne by the airport sponsor or other involved agencies. In the past, for most projects in New Hampshire, the State pays 5% and the airport sponsor pays the remaining 5%.

The Passage of the "Vision 100 – Century of Aviation Reauthorization Act" altered the funding allocation of New Hampshire's 11 airports eligible for Federal Funding. The act provides a 95% Federal/5% sponsor-funding ratio. The sole New Hampshire exception to this ratio is the

Manchester Airport, which, because of the medium hub status, is funded at a 75% Federal/25% sponsor ratio. As mentioned above the total sponsor cost could be borne by the airport or shared with the State or other involved agencies.

Historically the Airport Improvement Program (AIP) has brought approximately \$22.4 million Federal dollars annually to the State. The Federal Funds have been matched with approximately \$1,324,000 in State General Fund dollars and \$1,200,000 in sponsor funding on an annual basis. It should be noted that this level of Federal Funding for the past several years is elevated due to the extensive work being accomplished at the Manchester Airport.

Aviation related revenues are provided in part by fuel taxes and registrations. Aviation fuel is taxed as follows:

Aviation gasoline (general aviation) - 4 cents per gallon
Jet fuel (general aviation/corporate) - 2 cents per gallon
Jet fuel (commercial aviation) - .005 cents per gallon

The fuel tax is collected by the NH Department of Safety, Road Toll Section, and after they deduct an administrative fee, the remainder is deposited in the General Fund. The 2004 fuel taxes amounted to approximately \$299,703.

Aviation registration fees collected by the NH Department of Transportation amounted to approximately \$690,889 in 2004 with 25% being returned to the airport where the aircraft is based (required by Statute RSA 422:36) and the remaining 75% deposited in the General Fund.

NPIAS AIRPORTS IN NEW HAMPSHIRE

New Hampshire currently has twenty-five airports open to the public. Of these twenty-five airports, eleven are currently included in the NPIAS. In order to maximize federal funding assistance for capital improvements at these airports, the NHDOT Aeronautics develops and publishes a statewide Capital Improvement Plan. The plan covers a five-year planning cycle as required by the FAA and lists projects for each airport in a logical, prioritized schedule. Priorities are established based upon FAA guidelines and estimates of funding availability. Safety and security projects have a higher priority than other planned projects. Federally funded projects are available for capital improvements to airfield facilities such as runways, taxiways, and snow removal equipment. Planning projects such as airport master plans are also eligible. Federal funding cannot be used to pay for normal airport maintenance or operation costs.

In addition to funding projects for individual airports, Federal funding can also be made available directly to the State of New Hampshire for aviation-related projects, which affect and benefit the state as a whole. Examples of these projects include:

- Pavement Maintenance System (PMS): Under this plan, pavement conditions at New Hampshire airports are evaluated and entered into a computer plan (Paver 5.0), which then estimates pavement deterioration time and prioritizes pavement maintenance projects. Federal funds are then requested as necessary for pavement in an effort to extend the life of airport pavements throughout the state.
- The Airport Information Management System (AIMS) is another project for which federal funding is available. The project involves obtaining and maintaining a computerized database containing a wide range of information on each airport within the state. The plan is also capable of manipulating the data in a variety of ways in order to produce reports and other products to serve the Division of Aeronautics, other state agencies, and the public.
- State System Planning. Federal funding is also available for updating the State Airport System Plan, a plan similar to the federal NPIAS, but prepared by the state and more locally focused. The State Airport System Plan is currently being updated. The previous update was in 1993 and many changes have occurred since that time. The current state plan update will include an economic assessment of the impact of airports within the state on a community, regional, and statewide basis.

The federal process for planning and funding aviation projects differs greatly from other processes more familiar to NHDOT. Sources of funds, planning, grant application and project management in the aviation sector are often unique, but the state has developed an effective plan for assuring New Hampshire airports are meeting the challenges posed by the ever-growing aviation sector.

Legend



COMMERCIAL SERVICE



NPIAS
(National Plan of Integrated
Airport System)



GENERAL AVIATION
(Non Federally funded)



HELIPORT
(Non Federally funded)



STATE OWNED NAVAID

PUBLICLY OWNED

Runway surface & length

PRIVATELY OWNED

Runway surface & length

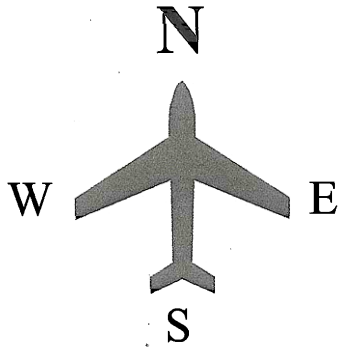
PUBLIC USE AIRPORTS

New Hampshire

Bureau of Aeronautics

0 5 10 15 20 25 Miles

CANADA



COLEBROOK AIRPORT
NON - PAVED
2450'

ERROL AIRPORT
NON - PAVED
3680'

MT. WASHINGTON REGIONAL AIRPORT
PAVED 4001'

BERLIN MUNICIPAL AIRPORT
PAVED 5200'

TWIN MOUNTAIN AIRPORT
PAVED 2640'

GORHAM AIRPORT
NON - PAVED
2800'

FRANCONIA SOARING CENTER
NON - PAVED
2305'

DEAN MEMORIAL AIRPORT
PAVED 2500'

PLYMOUTH MUNICIPAL AIRPORT
NON-PAVED
2380'

MOULTONBOROUGH AIRPORT
PAVED 3625'

NEWFOUND VALLEY AIRPORT
PAVED 1900'

LACONIA MUNICIPAL AIRPORT
PAVED 5286'

LEBANON MUNICIPAL AIRPORT
PAVED 5496'

PARLIN FIELD
PAVED 3450'

CONCORD MUNICIPAL AIRPORT
PAVED 6005'

CLAREMONT MUNICIPAL AIRPORT
PAVED 3100'

BRIGHAM HELIPORT

SKYHAVEN AIRPORT
PAVED 4001'

HAWTHORNE-FEATHER AIRPARK
PAVED 3260'

PEASE INTERNATIONAL TRADEPORT
PAVED 11321'

HAMPTON AIRFIELD
NON-PAVED
2100'

DILLANT-HOPKINS AIRPORT
PAVED 6201'

JAFFREY AIRPORT SILVER RANCH
PAVED 2982'

BOIRE FIELD
PAVED 5501'

MANCHESTER - BOSTON REGIONAL AIRPORT
PAVED 9250'

MASSACHUSETTS